		NTSB ID: NYC03LA107		Aircraft Registration Number: N208AD	
		Occurrence Date: 05/15/2003		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place New Russia	State OH	Zip Code 44074	Local Time 1710	Time Zone EDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 4.4		Direction From Airport: 260	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On May 15, 2003, about 1710 eastern daylight time, a Cessna 208B, N208AD, operated by DK&L Company LLC, Anderson, Indiana, was substantially damaged during a forced landing in New Russia, Ohio, after departure from Lorain County Regional Airport (LPR), Lorain/Elyria, Ohio. The certificated airline transport pilot received minor injuries. Visual meteorological conditions prevailed for the positioning flight destined for Anderson Municipal Airport-Darlington Field (AID), Anderson, Indiana. The flight was operated on an instrument flight rules (IFR) flight plan under 14 CFR Part 91.</p> <p>According to the pilot, the accident flight was his third flight of the day. The first flight was a positioning flight from Anderson to Smith Field (SMD), Fort Wayne, Indiana. There, cargo was loaded onto the airplane, and subsequently flown to Lorain, where it was off-loaded. The pilot reported that he originally departed Anderson with 2,200 pounds of fuel onboard, and at Lorain, about 1,600 pounds remained, equally split between the two tanks. He did not request or obtain any fuel at Lorain, and departed about 1705. He established radio contact with Cleveland approach control and received his clearance while en route.</p> <p>At 1708:20, the controller cleared the flight to proceed direct to Anderson, Indiana, and to climb to 8,000 feet.</p> <p>At 1708:31, the pilot reported that he would like to return to the airport.</p> <p>At 1708:48, the controller advised the pilot of a low altitude alert, and questioned if he was returning to the airport.</p> <p>At 1708:56, the pilot replied that he was, after which radio contact was lost.</p> <p>When interviewed, the pilot reported that before takeoff, both fuel selectors were ON, and he did not touch them or change their positions. The initial climb was conducted at 90 to 100 knots, with a 10 to 15 degree pitch attitude. He momentarily leveled at 2,200 feet, and sensed a decrease in engine torque. The low fuel pressure light illuminated, and the fuel flow was lower than normal. The pilot turned the boost pump and ignition ON, and there was no change in engine condition or fuel flow, and the low fuel pressure light remained illuminated. He then advanced the power lever to the full power position, and there was no response from the engine. The pilot heard what he thought was an engine noise, which he described as a decreasing sound. He set up for a forced landing in a field, and after the airplane came to rest, he switched off both fuel selectors. The pilot reported that he did not feather the propeller as he was too busy.</p> <p>According to an inspector from the Federal Aviation Administration (FAA), the airplane came to rest near a residence, inverted. A witness observed the pilot exit the cockpit, and reported that he did not re-enter the airplane prior to being removed from the scene by an ambulance. The left wing</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: NYC03LA107

Occurrence Date: 05/15/2003

Occurrence Type: Accident

Narrative (Continued)

was separated from the fuselage at the aft attach point. The fuselage was wrinkled and the vertical stabilizer and rudder were crushed.

In the cockpit, the left fuel selector was found in the OFF position, and the right fuel selector was found between ON and OFF. The power lever was full forward, and the safety wire on the emergency power lever was in place and secure.

The right wing was removed, and about 100 gallons of fuel, similar in sight, smell, and feel to Jet-A was drained from the wing. A large fuel spill was present near the left wing, and when the wing was moved, fuel drained from the wing.

Examination of the fuel line between the fuel selectors and the engine revealed trace fuel. The fuel filter mounted on the engine contained trace amounts of fuel. Rotation was obtained on the power turbine and compressor turbine with no binding.

According to the Pilot's Operating Handbook for the Cessna 208B, the electric fuel boost pump was designed to turn on automatically when the fuel pump selector switch was placed in the NORMAL position and a loss of fuel pressure was sensed in the system.

When electrical power was applied to the accident airplane, and with the fuel pump switch in the NORMAL position, the electric fuel pump rotated and pumped liquid.

The airplane was equipped with a fuel selector shutoff warning system, which consisted of two horns, labeled #1 and #2, and a red fuel shutoff warning light on the annunciator panel. The system operates in two modes, one during engine start, and the other, after engine start.

If one or both fuel tank selector was turned off and the engine starter engaged, both warning horns would sound, and the FUEL SELECT OFF light on the annunciator panel would illuminate.

After engine start with both fuel selectors turned off, the #1 warning horn will sound and the FUEL SELECT OFF light on the annunciator panel would illuminate. In addition, after engine start, with one fuel selector turned off, and the remaining fuel in the other tank is 25 gallons or less, the #1 horn would sound and the FUEL SELECT OFF light on the annunciator panel light would illuminate.

The warning light for FUEL SELECT OFF was popped out about 1/16 of an inch which disengaged both bulbs in the unit from illuminating. None of the other lights on the annunciator panel were found extended. When pushed in and engaged, the lights would have illuminated even if the pilot had only one fuel selector turned to the off position.

When the test feature of the accident airplane's warning system was activated, the FUEL SELECT OFF light illuminated; however, the #1 horn which was used for situations after engine start did not sound. In addition, when both fuel selectors were placed in other than the ON position, the FUEL SELECT OFF light illuminated, but the horn still did not sound.

The Fuel Selectors Off Warning System and the electrical continuity to the warning horn were checked and found to be operative. According to the party representative of Cessna Aircraft Co. the inoperative #1 horn was potted and sealed. He said that the horn was a non-repairable item, and discarded after failure. In addition, he also reported that there was sufficient fuel in the fuel system beyond the fuel selector valve for the airplane to takeoff and fly for a few miles prior to experiencing fuel exhaustion.

According to the checklist contained in the Cessna 208 Pilot's Operating Handbook, the position of the fuel selectors are to be checked three times prior to takeoff; Preflight Inspection, Cabin; Before Starting Engine; and Before Takeoff.

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: NYC03LA107

Occurrence Date: 05/15/2003


Occurrence Type: Accident


Narrative (Continued)


The engine was run at the Pratt & Whitney Canada (PWC) facility in Bridgeport, West Virginia. According to the report from PWC party representative:

"....Engine start, acceleration to ground idle, acceleration to high power, deceleration and stabilization at flight idle, low idle, and shut down were normal. There were no unusual conditions or behavior observed from the engine during test...."

The pilot reported that he had 1,500 hours in make and model, all of it in the accident airplane. He had completed initial ground and flight training in the Cessna 208 on October 31, 2001. He last completed recurrent ground and simulator training on September 20, 2002.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC03LA107				
		Occurrence Date: 05/15/2003				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Lorain County Regional Airport		Airport ID: LPR	Airport Elevation 793 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Dirt						
Runway Surface Condition: Wet						
Type Instrument Approach: NONE						
VFR Approach/Landing: Forced Landing						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B-0063		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2	Certified Max Gross Wt. 8750 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: Pratt & Whitney Canada		Model/Series: PT6A-114A	Rated Power: 675 HP	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 04/17/2003	Time Since Last Inspection 69.2 Hours	Airframe Total Time 12059 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner DK&L Company LLC		Street Address 282 Airport Road				
		City Anderson	State IN	Zip Code 46017		
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As:				Operator Designator Code: LKLA		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Positioning						
<div>FACTUAL REPORT - AVIATION</div> <div>Page 2</div>						

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC03LA107																																																																																	
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First Pilot Information																																																																																			
Name		City		State	Date of Birth	Age																																																																													
On File		On File		On File	On File	32																																																																													
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot		Certificate Number: On File																																																																															
Certificate(s): Airline Transport; Commercial; Private																																																																																			
Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea																																																																																			
Rotorcraft/Glider/LTA: None																																																																																			
Instrument Rating(s): Airplane																																																																																			
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane																																																																																			
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review? 12/09/2002																																																																															
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 04/09/2003																																																																														
<table border="1"> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> <tr> <td>Total Time</td> <td>3500</td> <td>1500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td>100</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	3500	1500									Pilot In Command(PIC)											Instructor											Last 90 Days		100									Last 30 Days											Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																													
Flight Plan/Itinerary																																																																																			
Type of Flight Plan Filed: IFR																																																																																			
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																														
Lorain		OH	LPR	1703	EDT																																																																														
Destination		State	Airport Identifier																																																																																
Anderson		IN	AID																																																																																
Type of Clearance: IFR																																																																																			
Type of Airspace: Class E																																																																																			
Weather Information																																																																																			
Source of Briefing: No record of briefing																																																																																			
Method of Briefing: Unknown																																																																																			


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC03LA107			
		Occurrence Date: 05/15/2003			
		Occurrence Type: Accident			

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LPR	1653	EDT	793 Ft. MSL	4 NM	80 Deg. Mag.
Sky/Lowest Cloud Condition: Few			7500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 29.86 "Hg
Temperature: 18 °C		Dew Point: 12 °C	Wind Direction: 360		Density Altitude: 1392 Ft.
Wind Speed: 9		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1		1
Other Ground					
- GRAND TOTAL -			1		1

FACTUAL REPORT - AVIATION	Page 4
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 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: NYC03LA107	
	Occurrence Date: 05/15/2003	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Robert L. Hancock		
Additional Persons Participating in This Accident/Incident Investigation: Jeffrey B Verco Aviation Safety Inspector Federal Aviation Administration Cleveland, OH Tom Moody Air Safety Investigator Cessna Aircraft Co. Wichita, KS Tom Berthe Air Safety Investigator Pratt & Whitney Canada Burlington, VT		
FACTUAL REPORT - AVIATION		